



PERSPECTIVES

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Moving from My VRTB to the Road

by Kevin Bessett

It is the beginning of another cycling season, and I am itching to get out there, and to get out of my dark and mildly cobwebbed virtual reality training basement (VRTB). This is where technology has allowed me the luxury of experiencing roads of Spain, France, Italy, Sweden, Norway, and other countries, albeit in a two-dimensional fashion. In my VRTB, the road I'm riding on is displayed on a monitor in front of me, and the video footage is synced to my speed on the trainer, making it realistic but there is something real: the hills!

The VRTB makes riding inside much more bearable and best of all, there is no concern that cars passing by in either direction in the video can hit me. Nor is there road debris, potholes, cracks, RR tracks, or so much more. I'll be rusty out of the gate after emerging from the VRTB, due to not being on the road since November.

Not many cyclists know what it is like to recover from a violent bike crash: one that leaves you out of commission for months. I have first hand experience with this, thanks to a driver in an SUV who didn't stop for a stop sign before pulling out of a side road onto Route 2 in Williston many years ago. The metal behemoth got dented, but my body was broken with a fractured L2 in the spine. In addition to that incident, I've been on the DL far too many times in my life, and it has become a goal of mine

to do what I can do to help fellow cyclists avoid what I have not.

The road is dangerous. Not surprising, but 99 percent of your rides will be incident-free by taking simple steps. For example, select routes carefully, be visible and aware of your surroundings when riding, anticipate situations, look and listen, be predictable to drivers, use hand signals, stop at stop signs/lights, and take care of your bike.

Below are some additional tips for safer rides. Keep in mind that becoming a good cyclist is akin to becoming a good driver: it takes time in the saddle, a lot of practice and thought.

- Keep the brain in gear. The road can be extremely unforgiving, so don't take going for a ride too lightly. Take a route with less traffic and congestion. On the ride, always be prepared for a car cutting you off, monitor the road surface, don't look down at the road just in front of the wheel, and look at least 25 feet or more in front of you.
- Dress yourself up. Wear bright clothing, gloves, a helmet and glasses.
- Blink, blink. Lights can save your life. Period. Always ride with a rear flasher on, and use one with a very bright pulse. For the front, there are small (and bright) lights that can easily be turned off/on as needed

(busy roads, lower visibility). My back would not have been broken had I had one.

- Take the high road. Don't fall victim to "it's us against them." Share the road, be friendly, slowly pass by on the right if stopped/slow moving cars are queued up (or merge in and take the lane). Stop at stop signs/lights. Use hand signals.
- Be vocal. When riding with others, and some are behind you, say when you are slowing, if there is a hole or glass coming up, if you see a car, or any hazard. Communication will reduce crashes in the pack.
- Seeing and hearing: get a mirror. Got them in your car, right? Useful, right? Listen for traffic. Look twice before making left turns.
- Give your bike love. Clean it, check for loose parts/bolts, check wheels and tires for damage, spokes for looseness, brake pads and chain for wear, and lube it and pump up tires before every ride. Not comfortable doing some of this yourself? Visit your local bike shop.
- Practice. Do drills for emergency maneuvers, and breaking hard, too. The more you become one with the bike, the better off you will be.
- Be relaxed, cautious, and enjoy the ride!



From the Desk of the VP

by John Williams

Hey all, I put my skis away and transitioned to a two-wheel mode of transportation. I hope everyone had a great winter. It's always interesting to me that many riders show up in the spring seeming to be as fit as they were during peak summer & fall days! For me, several days of fat bike riding provided my link between fall and spring. There are some great winter trails for this at nearby Catamount Outdoor Family Center.

GMBC Wednesday Rides

As in previous years, there will be a strong emphasis on safe and respectful riding practices along with recognizing our vulnerability on the road. Flashing rear lights are recommended even in daylight hours. We will also, as a group, welcome and encourage new riders and provide positive feedback if needed, to help them understand the many aspects of safe group riding.

We will continue to meet at the Wheeler Lot and send out groups of 12 or fewer based on anticipated average speed. This start location brings with it the responsibility for riders to stay singled up as much as possible on Dorset Street, because

the volume of cars on the road is high. If rotating back, pick a good time to do it (when no cars are approaching from behind), and it is helpful to open a gap in the pace line to allow a rider to move in rather than drift all the way to the back. Once on the roads less traveled (by cars), normal rotations (front to back) should resume.

Guidelines for participation in Wednesday rides:

1. Some experience with group riding is expected.
2. If you are new to GMBC group rides, let the ride organizer know (usually me). We will try to link you with a compatible group.
3. Ride grouping guidelines (average speed over 28 miles):
Group A ~21-24 mph, Group B1 ~19-21 mph, Group B2 ~18-20 mph
Group C ~15-17 mph. Group A and B riders do not necessarily regroup during the ride although often regroupings occur at the top of Irish Hill. Group C riders re-group at major intersections.

Saturday GMBC VP Rides

As in prior years, the routes selected for the VP rides often include

significant climbs or stretched out distances. I try to announce the route by Thursday p.m. on the listserv, but if the weather looks dicey, sometimes later. Occasionally the VP ride shifts to Sunday, weather dependent. I'd like to introduce some new routes this year, so if you have any thoughts or suggestions, please let me know by email: jww5@myfairpoint.net. Looking for new ride routes in Vermont or New York.

On June 8, we have several GMBC members already signed up for the "The Moose" in the Northeast Kingdom (NE), entered as a GMBC team. The Moose is 103 miles of road with low traffic and is a timed ride. The Team Challenge consists of three to ten riders. The fastest three times of each team will determine the winner of the highly sought Moose Wheel. Therefore, we need a minimum of three fast riders (more is better for fast pace-lining) on the GMBC Team. The discounted fee for the Moose \$55 is for GMBC Members through April, \$10 off the regular price of \$65. The coupon code for The Moose is TEAM19. The website: www.kingdomgames.com. The BikeReg link to The Moose is <https://www.bikereg.com/tour-de-kingdom>

Memories of a Fat Bike Winter



Photos by John Williams

Richard Tom Foundation Hosts 4th Annual Ride

Welcome to Spring! By the time you read this, most of you will have been riding roads and trails on two wheels.

On May 18, 2019, the Richard Tom Foundation will host our 4th Annual Richard's Ride. This ride differs from many other organized rides by welcoming kids and families, as well as bringing together both road and mountain bikers. The day will honor the spirit of Richard Tom, whose connection to cyclists of all ages and abilities was both enduring and endearing. Online registration is now open at <https://www.bikereg.com/rtfoundation>, and we have many GMBC riders already signed up! Early registration ends on May 4th for reduced pricing and a free 2019 RTF tee shirt. The new 2019 jersey design will be on sale at the event.

Richard's Ride options and times:

- 8:30 a.m. - Richard's 70. New this year, a slightly extended route which will allow for warm up pacing before facing the climb to Jericho. Turn right out of Cochran's parking lot, ride the length of Cochran Road (heading east) and then turn left on Rt. 2 heading west to Richmond Village and turn right at lights to tackle the climb to Jericho Village. Following outstanding scenery on Buck Hollow Road and "Richard's Surprise" in Fairfax which will surely test your legs and lungs. Total distance 71.7 miles.
- 10:00 - Richard's 30. This moderate loop for teens and adults brings some beautiful local rolling terrain. Riders for this route will also have a warm up (same as above) before tackling the climb to Jericho Village.

Total distance 33.6 miles.

- 10:30 - Richard's Kids' Trail. Off-road 4.4 miles out and back on the Winooski River trail. The ride is free of charge to children under 17.
- 10:45 - Richard's MTB Technical Trail. Ride the thrilling technical climbs and descents on Cochran's MTB trail network.
- 11:00 - Richard's Family route. Fourteen mile out-and-back scenic route on easy terrain (Cochran and River Roads). This ride is also the suggested route for hand cyclists. Hand cyclists will receive assistance



Photo by Tom Broido

if needed up and down Cochran's driveway.

- 1:15 - Richard's Kid's Ride. Cochran Road will be closed to through traffic for this 4.4 mile out and back. This ride is offered free of charge to children under 17.

In addition to the rides, we will have a "Velo Village" with bike technicians, local shops, and businesses (including MTB demos) represented. For the kids: we will have face painting and a Sun Common bouncy house! As in previous years, we will provide the annual after-ride meal thanks to our protein sponsor Dakin Farm

and brew sponsor Stone Corral Brewery. We will also bathe in the rider camaraderie that always follows Richard's Ride. We welcome back VBT Bicycling and Walking Vacations as our Title Sponsor this year. You will see "Powered by VBT" on our printed material and signage.

Other RTF News

Check out our enhanced website. Our new social media/web expert (Galenda Media Group) has recently introduced many improvements.

We continue to support Vermont's Little Bellas programs for young girls (through their mountain bike camps), by funding trail fees at Catamount Outdoor Family Center. We provide scholarships to young boys or girls so that they can participate in camps at the Catamount Outdoor Family Center. If you know of a child who could benefit from this, please email John Williams, jwilliams@aquatecenv.com or jww5@myfairpoint.net.

Partnership with Local Motion

RTF has provided funding for the creation of a new sign "I GIVE 4 FEET" which has been attached to their "Bike Smart" program trailer. The message will remind drivers to provide extra clearance for cyclists. The RTF continues to create momentum to maintain and enhance Richard's positive influence on our community.

As Richard's powerful legs reliably spun his pedals on routes of all kinds, we will continue to spin his legacy forward, powered by the inspiration he infused in all of us.

2019 Time Trial Season

by Kevin Bessett

Preparations are underway for hosting weekly time trial worlds this year on the roads in northwestern Vermont, happening on each Thursday from May until late August.

Meanwhile, back in the real world, the series will be down two courses this year. The Huntington course is still nixed due to very bumpy pavement for a few miles south from the village (this is horrible on a TT bike), and Cochran Road Extension is removed due to rough pavement west of the ski area to the turn-around, and Duxbury road is a war zone in some places. This is unfortunate because it further reduces the already slim inventory of courses in the greater Burlington area. It creates a problem because there cannot be more visits added to the South Greenbush and Jonesville courses to fill the gap, nor do I want to have more than two visits to the Westford course because of traffic at the start/finish area.

Updates will be made to the online calendar, as well as announced on the GMBC listserv.

Traffic in much of Chittenden county is getting heavier overall, and in the last 10 years it has forced the need to retire courses, and to use courses farther away. While many roads are okay for a solo or group ride, hosting an event with increased traffic creates additional dangers and hazards, and brings more visibility to the event. I'm always on the lookout for courses, and if you can think of any roads that are good for a TT, either in or out of Chittenden county, let me know.

What makes for a good course? A parking area, lower traffic flow, length of seven to 12 miles, roads with a shoulder and only right-hand turns, no stop signs, and I would like to get home by 9:00 p.m.

If you rode three or more TTs last year, please check for your name in the timing assignments column in the schedule. All events are free, but there is one ask, and that is to help out at an event the next season because I cannot do it all myself. Assigning people to courses may seem heavy-handed, but it makes it much easier for me because I am not looking for help the week before each event. That said, if the date selected does not work for any reason, please try to switch with someone, or contact me. I'm looking forward to seeing everyone again, and want to say thanks in advance for your help. If the timing slot does not work for you for any reason, I'm sure something can be worked out.

Be safe out there!

Time Trial Schedule

How the Championship Series Works

Your fastest speed at the Jonesville and South Greenbush courses will be averaged to come up with an overall speed. Awards will be presented to those who post the fastest overall average speed in their age group. The overall fastest male and female will each receive a trophy to keep for one year! Anyone can ride on a championship course, but only GMBC members are eligible to compete for awards.

Helmets required and NO RIDING TWO-ABREAST at any time. For information contact Kevin Bessett at kevinbessett@gmavt.net.

These events are FREE and open to anyone.

TT schedule subject to change - visit www.thegmbc.com for updates.

All events start at 6:30 pm on Thursdays.

Date		Course	Timers
May	2	No Event	
	9	Jonesville Short	P Beliveau, K Bessett
	16	***South Greenbush	B Anderson, J Witmer
	23	***Jonesville	J Meyer
	30	Upper Pleasant Valley	D Barbic
June	6	Smuggler's Notch	M & W Clifton, S Messier
	13	***Jonesville	B Keats
	20	***South Greenbush	M Quas TBD - need 1 more
	27	Duxbury (gravel)	M Meredyth G Van Den Noort
July	4	No Event	
	11	Dunsmore	J Willsey TBD-need 1 more
	18	***South Greenbush	D Bencher, J Bertelsen, D Tier
	25	***Jonesville	D Rath, D White
Aug.	1	Westford Village	J Williams
	8	Jeff North	T Dworshak
	15	TBD	TBD
	22	Bolton Hill Climb	J Hall, R Phillips
	29	No Event-GMSR	

KEY:

* Timing assignments determined by rider participation last year.

*** Part of the Championship Series (read description in the previous column).

Course Descriptions

Bolton Hill Climb - 6.86 mi. Parking: at rest area on Rt. 2 in Bolton (about two miles east of intersection of Bolton Valley Rd. on Rt. 2). Start: at parking area, head west on Rt. 2. Take right on to Bolton access road and finish at the top. Caution: it's a very fast descent off the mountain with a few sharp corners. At top, keep voices down!!

Dunsmore - 9.35 mi. Parking: St. Albans Bay Park parking lot. Start: at opposite side of Route 36 from parking lot, and head north on 36. Right onto Newton Road and ride for several miles, then right onto Dunsmore Road. Finish on Dunsmore about 1/4 mile before Route 36. Return to the parking area immediately after finishing the race.

Duxbury (gravel) - 8.35 mi. This is a gravel road TT. Parking: areas around intersection of Duxbury and Camel's Hump roads. Start: at bridge just east of this intersection, head to Waterbury (road will change to pavement), turn ride west (changes back to dirt), past the start area and the Camel's Hump Road, to where the dirt changes back to pavement. Caution: look for traffic when making a U-turn.

Jeffersonville North - 16.59 mi. Parking: at Jeffersonville fishing access/pull-off on Rt. 108, just north of the rotary. Start: end of guardrail on south side of parking area. Head north on Rt. 108 for 8.3 miles. The turnaround is at the top of the second steep climb. Head back to the start area. Caution: look for traffic when making a U-turn.

Jonesville - 16.15 mi. Parking: along Rt. 2 on east-bound lane (all wheels MUST be off the pavement so more space for passing bicycles and cars). Start: on Rt. 2 (1/5 mile west of Golf Course Road), head east for 8 mi. to the entrance of the Sun Common

building. Turn and head back to the start area. Caution: look for traffic when making a U-turn.

Jonesville (Short Course) - 11.3 mi. Parking: Smiley School. Start: on Rt. 2 (1/5 mile east of Bolton Access Road), head east for 6 mi. to the entrance of the Sun Common building. Turn and head back to the start area. Caution: look for traffic when making a U-turn.

Smuggler's Notch - 6.13 mi. (first 3.2 miles is flat to rolling). Parking: along Stebbins Road. Please keep the road clear. Start: on Rt. 108 near intersection of Stebbins Road. Ride south on to finish just before large parking area at the top. Caution: it is a very fast descent off the mountain with a few sharp corners.

South Greenbush - 8.32 mi. Parking: off Thompson's Point Rd, in the field just before the railroad tracks (about 200 meters west of intersection with Greenbush Rd). Start: 1/5 mile south of intersection and ride south on Greenbush to junction of Rt. 7, turn around and head back to start area. Caution: look for traffic when making a U-turn.

Upper Pleasant Valley (Short Course) - 12.13 mi. Parking: town hall or church across the road (no parking at town hall if a town function is going on). Start: head south on Upper Pleasant Valley. The course rolls for the next three miles into a fast descent to the intersection of Lower Pleasant Valley road (now you are on Pleasant Valley road). Continue for approx. 2.5 miles. Turn and head back to the start area (turnaround is about 1/4 mile before Corbert Rd). Caution: look for traffic when making a U-turn.

Westford Village - 16.11 mi. Parking: Essex Elementary school on Rt. 128. Start: atop the hill just east of the school on Rt. 128. Ride north to Westford village and back. The turnaround is placed after the sharp

left-hand bend in the village. Finish back at the school. Caution: look for traffic when making a U-turn.

Instructions for Timers

When to arrive: 1/2 hour before start-time. Timing gear and instruction: provided by organizer. Know the course and rules, and please:

- Enforce helmet usage and sharing the road.
- Make each rider read the rules prior to sign up.
- Inform riders to be discreet if nature calls (or be disqualified).
- Keep riders on the grass side of orange cones at the start area.
- Remind riders to yell start position 10 meters before finish.

Instructions for Riders

Riding a bicycle on the road has inherent risks. All courses use open roads and you will be riding at your own risk. You must obey all traffic laws. GMBC assumes no liability.

- Use a bathroom prior to arriving; if nature calls, be discreet or be disqualified.
- Know the course, turns, intersections, and danger spots.
- A helmet is mandatory at all times: eye protection recommended.
- NO RIDING TWO ABREAST.
- Always ride on the right side of the travel lane unless in areas where riding in the lane is safest (such as on fast descents).
- Look behind you before passing or turning around.
- If you are held up by traffic at a turnaround point, let the timers know: your time will be adjusted.
- Your start position is the number of minutes you start after the event starts.
- A rider starts every one-minute.
- Yell your start number 10 meters before finishing.

GMBC Touring Season

by Phyl Newbeck

GMBC Day Touring Ride Information

- All riders must wear helmets and obey the rules of the road. Please do not ride two abreast if there is traffic in either direction.
- For mornings with questionable weather, please call the ride leader to make sure the ride is still taking place. Ride leaders are obligated to go to the starting point and provide maps but may choose not to ride if the weather is miserable.
- Riders below the age of 18 must have a signed waiver from a parent.
- "E" indicates an easy ride, "M" is for moderate, and "S" is for strenuous.
- Rides begin promptly 15 minutes after the meeting time.
- Social rides are more leisurely versions of the mapped ride—usually the shorter route—with longer food breaks. Always contact the social ride leader before the ride to make sure those versions of the ride are taking place.
- Additional local social rides will be scheduled as weather permits in the Champlain Valley. Please email lightspd@comcast.net to be added to the Social Riders email contact list, which is the only guaranteed notification for these rides. Weekend social rides are usually announced by Thursday.

Beginner and Intermediate Rides for New Riders

Date: Saturday, May 11

Ride: Introductory Ride for new riders. We will go 12-20 miles at a leisurely pace. Our goal is to teach new cyclists the rules of the road and how to ride in a group.

Meeting Time: 10:00 a.m.

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

Leader: Holly Creeks – 233-9013 / creeksh@yahoo.com

Co-leader: Cameron Russell - 734-1561 / chrussellvt@gmail.com

Date: Saturday, May 25

Ride: Introductory Ride for new riders. We will go 12-20 miles at a leisurely pace. Our goal is to teach new cyclists the rules of the road and how to ride in a group.

Meeting Time: 10:00 a.m.

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

Leader: Brian Howard – 505-1148 / bjhowd@gmail.com

Co-leader: Stuart Bennett – 310-3940 / stubbennett68@gmail.com

Date: Saturday, June 8

Ride: Introductory Ride for new riders. We will go 12-20 miles at a leisurely pace. Our goal is to teach new cyclists the rules of the road and how to ride in a group.

Meeting Time: 10:00 a.m.

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

Leader: Amy Otten - 878-4070 / amyotten@netscape.com

Co-leader: Chris Johnson – 373-9015 / cajohnson42@gmail.com

Date: Saturday, June 22

Ride: Introductory Ride for new riders. We will go 12-20 miles at a leisurely pace. Our goal is to teach new cyclists the rules of the road and how to ride in a group.

Meeting Time: 10:00 a.m.

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

Leader: Dorothy Pumo – 829-8729 / dpumo5@gmail.com

Co-leader: Stuart Bennett – 310-3940 / stubbennett68@gmail.com

Day Touring Rides for May, June and July

Date: Sunday, May 5

Ride: Covered Bridges of Chittenden County – 23 (E), 30 (E/M) and 36 (M) mile options of rolling hills through Shelburne and Charlotte with the longer ride going through Ferrisburgh. Possible food stops include the Old Brick Store in Charlotte (no bathrooms) or a convenience store in Ferrisburgh for the long ride. Visit up to four of the five covered bridges in Chittenden County - the Shelburne Covered Bridge and the Holmes, Sequin and Quinlin bridges in Charlotte.

Meeting Time: 9:45 a.m.

Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot

Leader: Brian Howard – 505-1148 / bjhowd@gmail.com

Co-leader: Dorothy Pumo – 829-8729 / dpumo5@gmail.com

Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Date: Sunday, May 5

Ride: Dirt Road Version of the

Covered Bridges of Chittenden County – 38 (M) miles. Visit up to four of the five covered bridges in Chittenden County - the Shelburne Covered Bridge and the Holmes, Sequin and Quinlin bridges in Charlotte using mostly dirt roads.
Meeting Time: 9:45 a.m.
Meeting Place: Veterans Memorial Park, South Burlington, Wheeler lot
Leader: John Bertelsen - 864-0101 / jo.bertel@gmail.com

Date: Sunday, May 12

Ride: Vergennes Voyager – 26-mile rolling (E) or 39-mile flat to rolling (E/M) rural ride running along Otter Creek to Middlebury for a bakery stop. The longer ride rolls out by Kingsland Bay State Park before heading south to Middlebury.
Meeting Time: 9:45 a.m.
Meeting Place: Vergennes Union High School, Monkton Rd, east parking lot.
Leader: John Bertelsen - 864-0101 / jo.bertel@gmail.com
Co-leader: Karla Ferrelli - 864-0101 / karla.ferrelli@gmail.com

Date: Sunday, May 19

Ride: Kingsland Bay – The 35-mile (E/M) ride rolls from Shelburne through Charlotte to Kingsland Bay Park and returns. The 51-mile (M) ride heads towards Vergennes and climbs to Monkton Ridge, returning through Hinesburg and a 65 (M/S) option heads into Huntington.
Meeting Time: 9:45 a.m.
Meeting Place: Shelburne Village Shopping Center
Leader: Amy Otten - 878-4070 / amyotten@netscape.com
Co-leader: Ralph Kilmoyer – 878-4070 / ralphkilmoyer@comcast.net

Date: Saturday, May 25

Ride: St. Albans Explorer – Light, rolling hills with beautiful views by the lake. The 35-mile (E/M) route goes out to Kill Kare Park and returns while the 50-mile (M) route continues on to Swanton and back. Both rides can break for food at St. Albans Bay.

Meeting Time: 9:45 a.m.
Meeting Place: Georgia Park and Ride - For those coming from the Burlington area, we suggest carpooling at the Colchester Park and Ride at Exit 17 off I-89 or perhaps meeting at UVM or Veterans Memorial Park in South Burlington.
Leader: Matt Kuivinen - 881-9045 / mattkui@earthlink.net
Co-leader/Social Ride Leader: George Thabault – 598-3409 / gthabault@gmail.com

Date: Sunday, June 2

Ride: Grand Isles Flats and Cook-out – One of the flattest rides of the season. The 28-mile ride (E/M) circles Grand Isle and includes some dirt. Riders on the 60-mile (M) ride can visit St. Anne's Shrine (bathrooms and picnic tables but no food) and a fossil bed with a food break at Hero's Welcome in North Hero. At the conclusion of the ride there will be a cook-out at a club member's home on East Shore Road in South Hero.
Meeting Time: 9:15 a.m.
Meeting Place: Folsom School, South Street in South Hero - Those coming from the Burlington area may consider carpooling.
Leader: Amy Otten - 878-4070 / amyotten@netscape.com
Co-leader: Ralph Kilmoyer – 878-4070 / ralphkilmoyer@comcast.net

Date: Sunday, June 9

Ride: Hinesburg Hollow - This route travels south through Huntington via the beautiful Hinesburg Hollow Road. The short route is 25 miles (M) and returns to Williston via North Road (and a little bit of dirt) while the long one is 47 miles (M/S) and continues through North Ferrisburgh to the lake and back through Hinesburg.
Meeting Time: 9:15 a.m.
Meeting Place: Williston Central School (by the tennis courts)
Leader: Tom Kennedy – 735-5359 / etomkennedy@gmail.com
Co-leader: Kerry Crosby – 578-3249 / crosbykn@comcast.net

Date: Sunday, June 16

Ride: Champlain Bridge Ride – This ride heads out Lake Road and across the bicycle-friendly Champlain Bridge. The 43-mile route (M) stops at Crown Point while the 55-mile route (M) makes a loop on the New York side through Port Henry. The Social Ride begins at the Lake Champlain Maritime Museum and finishes with lunch at the Red Mill.
Meeting Time: 9:15 a.m.
Meeting Place: Vergennes Union High School, Monkton Rd, east parking lot.
Leader: Amy Ross - 324-2137 / vtamy@comcast.net
Co-leader: Mark Benton – 343-4029 / vtkramb@yahoo.com
Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Date: Sunday, June 23

Ride: Jaunt from Jasper Mine – This rolling hill ride (60 M/S) passes through Georgia and Milton before heading to St. Albans Bay for a lunch break and over to Swanton. The shorter version (40 M) turns around after the lunch stop. This ride has a short stretch along the shore of the Lamoille River and a longer stretch along Lake Champlain.
Meeting Time: 9:15 a.m.
Meeting Place: Jasper Mine Road, off Route 2 heading towards Grand Isle
Leader: Dorothy Pumo – 829-8729 / dpumo5@gmail.com
Co-leader: Joyce McCutcheon – 893-1690 / mellowmiti@aol.com

Date: Sunday, June 30

Ride: Rouse's Point Rouser – The mostly flat 60-mile (M) loop heads up from Grand Isle over the Rouse's Point Bridge and down through scenic, low-traffic, lakeside roads in New York and returns via the Grand Isle Ferry. The short ride (50 miles – E/M) circles Isle LaMotte and returns on the Vermont side. The Social Ride will also be the long loop but at a slower pace.
Meeting Time: 8:45 a.m.
Meeting Place: Grand Isle Ferry Parking Lot. Those coming from

Touring Schedule, Continued

the Burlington area may consider carpooling.

Leader: Matt Kuivinen - 881-9045 / mattkui@earthlink.net
Co-leader: Holly Creeks - 233-9013 / creeksh@yahoo.com
Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Date: Sunday, July 7

Ride: Willsboro Wanderer - 40 (E/M) and 55 (M/S) options of hilly terrain on low-traffic roads in New York. There are two potential stops for ice cream. Bring money for the ferry and food stops. The shorter version of this ride skips the big hill out of Willsboro. Meeting Time: 8:30 for the 9:00 ferry
Meeting Place: Old Champlain Flyer parking lot, Ferry Road, Charlotte, NOT the ferry parking lot
Leader: Phyl Newbeck - 899-2908 / phyl@together.net
Co-leader: Bryan Harrington - 899-2908 / alpinefogman@yahoo.com

Date: Sunday, July 14

Ride: Monkton Ridge Ride - Three options; 23 (E), 38 (M) and 43 (M) miles will travel some familiar roads and some less traveled. The short ride will not ascend to Monkton Ridge but all rides will have some nice descents which, of course can only be reached by some nice ascents. Lots of food stops available along the way.
Meeting Time: 8:45 a.m.
Meeting Place: Shelburne Village Shopping Center
Leader: Brian Howard - 505-1148 / bjhowd@gmail.com
Co-leader: Matt Kuivinen - 881-9045 / mattkui@earthlink.net

Date: Sunday, July 21

Ride: Triple (or Double) Ferry Ride - Head north to Colchester and take the Local Motion bike ferry to the Islands, followed by the Grand Isle Ferry to Plattsburgh and ending with the Burlington ferry. The regular ride

is 43 miles (E/M) with some packed gravel but another option is to skip the Local Motion Ferry and take a longer ride on Routes 2 and 7 (50 M). Bring money for the ferries.
Meeting Time: 8:45 a.m.
Meeting Place: Curtis Lumber Parking Lot, Burlington
Leader: Kerry Crosby - 578-3249 / crosbykn@comcast.net
Co-leader: Joanna Cummings / joanna@yellowladyslipper.org
Social Ride Leader: Donna Leban - 862-1901 / lightspd@comcast.net

Date: Sunday, July 28

Ride: Not Quite Quebec - 51 (M) and 64 (M/S) rides on low traffic roads near the Canadian border. The route crosses the Missisquoi River twice and travels along the shore of Lake Carmi.
Meeting Time: 8:45 a.m.
Meeting Place: Tractor Supply Company at exit 20 off I-89
Leader: Dave Merchant - 825-3808 / dpierchand@comcast.net
Co-leader: Joyce McCutcheon - 893-1690 / mellowmiti@aol.com

Date: Sunday, August 4

Ride: Meandres et Beaux Villages - A tour of pretty villages - a 60 mile (M/S) ride across the Canadian border. Bring your passport or the required customs documents. We'll stop in Mystic for brunch and pass many farms along the way. There is some dirt - about 4 miles total - and a couple of hills.
Meeting Time: 8:45 a.m.
Meeting Place: Highgate Elementary School, I-89 north to exit 21 in Swanton, take 78 east to Highgate Center, then left on 207 North, Elementary School is on the left.
Leader: George Thabault - 598-3409 / gthabault@gmail.com
Co-leader: Amy Otten - 878-4070 / amyotten@netscape.com

Date: Sunday, August 11

Ride: Covered Bridges of Franklin and Lamoille County - The hilly 41-mile loop (M) goes through Eden and Johnson, while the 55-mile ride (M/S) passes more covered bridges in Montgomery Center, returning through Bakersfield.
Meeting Time: 8:45 a.m.
Meeting Place: Jeffersonville Fish and Wildlife Access (3/10th mile north of Route 15 and Route 108 intersection, across the bridge).
Leader: Phyl Newbeck - 899-2908 / phyl@together.net
Co-leader: Dorothy Pumo - 829-8729 / dpumo5@gmail.com

Date: Saturday August 17, Sunday, August 18

Upper Valley Weekend
Bryan and Pat

Date: Sunday, August 18

Ride: Double Ferry South - 41 (M/S) miles heading from Burlington down to Charlotte where we'll take the ferry to New York. Roads there offer some beautiful views of the lake which will be followed by the ferry from Port Kent to Burlington. Bring money for the ferries.
Meeting Time: 8:45 a.m.
Meeting Place: Curtis Lumber pkg lot
Leader: Kerry Crosby - 578-3249 / crosbykn@comcast.net
Co-leader: TBD

Date: Saturday, August 24

Ride: Gravelling in Newark - A mellow gravel ride from Café Lotti in East Burke. The 31 and 37-mile options wind around a lovely ridge mostly in Newark with gorgeous views. Enjoy refreshments at Café Lotti before and after the ride. Those interested can camp at Pat and Tom's house outside East Burke and ride again on Sunday.
Meeting Time: 9:30 a.m.
Meeting Place: School Café Lotti, East Burke (park at East Burke School)

Leaders: Pat Stabler and Tom Evers -
781-929-9085 / everstab@verizon.net

Date: Sunday, August 25

Ride: Buck Hollow and Beyond –
The 40-mile (M) route goes north
to Fairfax, through Buck Hollow
into Fairfield, returning via St. Albans.
The longer loop (58 M/S) continues
into Sheldon. There are potential
food stops in St. Albans, Georgia and
Fairfax.

Meeting Time: 8:45 a.m.

Meeting Place: Milton High School

Leader: Joyce McCutcheon – 893-
1690 / mellowmiti@aol.com

Co-leader: Dave Merchant – 825-
3808 / dpierchand@comcast.net

Date: Saturday August 31

Ride: Waitsfield and Waterfalls - Enjoy
a scenic tour through the countryside
of Waitsfield and Warren with a visit
to Moss Glen Falls south of Warren
(not the one in Stowe). Turn around
at the falls for a 35-mile (M) ride or
continue up Middlebury Gap with
a stop at Texas Falls before turning
around for a 60-mile (M/S) ride. A
stop at the Warren Store is always
popular and the general store in
Hancock provides an additional
respite for those on the long ride. The
Social Ride option starts at the store
in Warren and rides to Rochester for
lunch and then back.

Meeting Time: 8:45 a.m.

Meeting Place: Waitsfield Elementary
School (on the left traveling south
on Route 100). For those coming
from the Burlington area, we suggest
carpooling at the Richmond Park and
Ride at Exit 11 off I-89.

Leader: Bryan Harrington – 899-2908
/ alpinefogman@yahoo.com

Co-leader: Phyl Newbeck – 899-2908
/ phyl@together.net

Social Ride Leader: Donna Leban -
862-1901 / lightspd@comcast.net



GMBC Rider Waivers

All riders on GMBC rides must sign a
waiver once each riding season.

Touring riders have been doing this
for years by signing a sheet available
at the beginning of each ride. Riders
on other rides and time trials may not
be as familiar with this requirement.

In order to make it easier for
everyone—really, it will be easier
once everyone is used to it—there

is now a direct link to the GMBC
Rider Waiver on the GMBC website
(thegmbc.com). The direct link for the
waiver form is <https://form.jotform.com/83475499336169>

Please read and sign the waiver
before your first ride with the club.
You may also be able to sign a paper
form at the ride start if you do not
want to sign up online using your
computer or smartphone.

Of course, you can also sign up with
your smartphone at the ride start. If
you use the online sign up, you have
the advantage of receiving an email
copy for your records. Every rider in
the family needs to have a signed
waiver on file.

Remember, signing the waiver is only
required once per season. Thank you
for your cooperation.



Photo by Lee Krohn

GMBC Winter Spinning

by Joanna Cummings

When the snow starts to fly I am not as intrepid as some of our fellow bikers who ride all winter. I put my bike on a trainer and commence for a few months of stationary riding, with entertainment to while away the hours ranging from my favorite music mix to watching Family Guy cartoons on a television planted in front of the bike trainer (Yes, I admitted publicly to watching Family Guy).

The convenience of exercising at home is hard to argue against. However, I begin to feel a little isolated after a few weeks of riding indoors, and look forward to joining fellow GMBCers for the yearly series of spinning classes held at Synergy during February and March (Shelburne Athletic Club was added as a second location this year). Kevin Bessett organizes the rides—which are free for members—and he coordinates the instructors who lead us through challenging, sweat-drenched and entertaining workouts. The après ride gatherings afterward at local restaurants complete a great evening of exercise and socializing.

Two instructors expertly lead our spinning classes, taking turns when they were available to teach: Sarah Schreib and Brett Kernoff. Both Sarah and Brett indulged me by answering a few questions that just scratched the surface of why each became spinning instructors, their life-long commitments to fitness and health, and how they are using their knowledge and skills to help others.

Sarah Schreib

Q: Sarah, why did you become a fitness instructor, and how long have you taught spinning?

A: A friend, whose kickboxing class I took, really thought I would make a good instructor so she got me



started, helped me become a master trainer, and the rest is history. A master trainer is simply someone who certifies other people to become instructors. I kind of skipped a step and was lucky in the fact my friend was already a master trainer and she got me right in. I never really thought about it but I guess it was a little random for me. But I like random and like to bring the fun to working out. If someone is having fun even though they're working hard, they're more likely to stay with it and come back. I have been doing it for about 20 years total, roughly 10 years with Spinning.

Q: What do you feel are the benefits for anyone who takes spinning classes?

A: Spinning is something pretty much anyone can do, much like riding an actual bike. It's a life long exercise. Spinning can essentially be taught in any fitness zone, with any type of intensity. Recovery, intervals, endurance, everything can be covered. Many other classes are really taught as interval training type classes because of the nature of the exercise. Kickboxing, for example, is not designed to be taught as an

endurance class. I think people can benefit because Spinning allows a well-rounded fitness routine and in reality, they control the ride. I'm just there for guidance, music and sass.

Q: What is your training/athletic background?

A: My background is based in sports. I played soccer, basketball and softball throughout high school and received a scholarship to play Division 1 basketball at JMU. I played overseas and then picked up cycling when I "retired" from basketball. Bad knee. I raced on the road and currently work for **Little Bellas** (<https://littlebellas>), a girls mountain biking nonprofit. The training with kickboxing and Spinning came before the road biking, and the Spinning kind of lead me into it.

Q: Do you have any preference for road, mountain or fat biking?

A: The great debate of what kind of cyclist I am. Mostly slow, hahahaha! I would love to be able to say I'm a downhill, but I'm a roadie, through and through.

Q: Did you start Little Bellas? What was the purpose and what is the program accomplishing?

A: I have to give all the credit to Sabra and Lea Davison and Angela Irving for the vision and idea for Little Bellas. They had the idea and I was lucky enough to be the first person they came to for help, and to help it grow. There was a lot of trial and error in the beginning. Their vision started as trying to get more girls and woman on the start lines in races. We were all racers but Lea and Sabra really saw a lack of girls on the mountain bike side. The original goal was to get girls interested in the sport and then maybe get them racing. We realized very quickly that the racing piece was not what was important to the girls.

It was about having fun. It totally shifted the goal of the program very early on. The program became based on getting girls outside, on bikes, and having fun. Fun fun fun. We ride with the girls, play games, and allow them to be around other girls their age having fun and doing the same thing.

Do we teach skills? Yes, but we are not a skills-based program. We teach the skills through games we play and the rides we go on. Lining cones up in a field and teaching cornering is boring. We instead use games to teach these skills. We call them our "Secret Skills". Girls don't even know they are learning them but they are. And as they learn the skills, they become more confident and start to look at trails and obstacles differently. Our hope is that girls have fun and gain confidence, hang out with great mentors, other girls their age, and on or off their mountain bikes, out in the woods! And hopefully they can carry that confidence into other aspects of their lives!

Brett Kernoff

Q: Why did you become a fitness instructor, and how long have you taught spinning?

A: I became a fitness instructor too many years ago to remember. I mostly taught aerobics and spinning classes at the Burlington YMCA. I founded a powerlifting business in 2006 called **Vermont Powerlifting** (<http://vermontpowerlifting.com/>). Spinning and bicycle riding are very complimentary exercises for powerlifting.

Q: What do you feel are the benefits for anyone who takes spinning classes?

A: Spin classes offer participants a good exercise activity. Most people can push harder and go longer with a group rather than alone.



Q: What is your training/athletic background?

A: I was the head trainer at the Olympiad sports club back in 1982. There, I learned to teach aerobic classes and how to be a personal trainer. Later I taught spinning, Reebok core classes and aerobics for the Burlington YMCA. My athletics started as a judoka back in 1967. I competed in Judo until about 1974. I was a high school wrestler from 1974-1978. In 1978 I found Rugby and Play Hooker for about 20 years. I started running with GMAA back in about 1994 and ran lots of races, completing six marathons including Boston. I also competed in sprint and Olympic distance triathlons until about 2002.



Around that year I began competing in bench press competitions that quickly lead to competing in full powerlifting competitions. During my powerlifting career, I continue bicycle riding to maintain a weight class. When I went on a group ride with GMBC back in 2009, I remembered what I love about bicycle riding. I rode with GMBC up until about 2016 when I got my first fat bike. Although I loved GMBC group rides, my fat bike is simply more fun!

Q: Do you have any preference for road, mountain or fat biking?

A: Most of the biking I do now is fat biking. I really enjoy riding a tank over anything and everything. My favorite stretch of riding on a fat bike is from Delta Park on the bike path to the Local Motion bicycle ferry.

Q: Did you start Vermont Powerlifting? What was the purpose and what is the program accomplishing?

A: When I started competing in Powerlifting, I was traveling all over to competitions around New England. There were no competitions in Vermont. I founded Vermont Powerlifting in 2006 so that lifters have a choice to lift in competition closest to home. Vermont Powerlifting is now 14 years old and still going strong. We attribute our longevity to being egalitarian.

Twenty Years of Doubles

by Steve Barner

Many, if not most GMBChers have heard of Vermont's classic double-century, the 100/200, a.k.a. "200-on-100". Many have ridden it at one time or another. The idea for the ride was hatched at the Daily Planet in Burlington, late in the winter of 1983-84, during a meeting of area bicycle mechanics and shop people. There's nothing like a night of drinking and story swapping to hatch wild ideas, and so it was that someone came up with the concept of riding the length of the state on VT-100, a road once known as Vermont's Ski Highway, due to the downhill ski areas on the route.

There were rumors that the US XC Ski Team had ridden the length of the state in the 1970s, but subsequent conversations lead us to believe that they went down the western side of the state. We decided that it would be best to run the event on the Sunday closest to the solstice, as in those days the bike shops would be closed and we needed all the daylight we could get, because we had no intention of actually training for the ride. That first year there were six of us, and we were up late the night before, getting our bikes ready and carbo-loading with malt beverages (mostly dark Brador from Canada, as I recall).

Somewhere around 3:00 a.m. we piled into the Ski Rack van and headed up to the border at North Troy. I was riding my custom Marinoni, a Columbus-tubed, full Campy Nuovo Record bike, shod with sewups. That bike is still one of my favorites, even with the knowledge that the Masi I sold to fund its acquisition would be worth a small fortune today. In those days it was toe clips and slotted cleats, a single water bottle, and only dorks wore helmets. It was a hard, hard ride. Many times I hit the wall, only to recover a



few miles later. We knew nothing about nutrition, so the bonks were interspersed with charley horse cramps. Like true cyclists, we marveled at what a great ride it had been, once we didn't have to pedal anymore, and (as 20-somethings) we drove all the way back home that night, talking about next year's ride.

True to our plans, we fired the ride up again the following year, and then four more, with the number of riders growing until there were as many as 60 starters. At that point it had grown bigger than we wanted to handle and after an especially nasty weather year in 1990, we pulled the plug and let it slip into Vermont legend.

Fast forward to 2005 when I got the bright idea, this time uninspired by alcohol, to bring the ride back. This time I actually trained for it, having become marginally wiser in my dotage, and surprise, surprise, the ride was a whole lot more fun. We've been doing it annually—now on a Saturday close to the solstice—ever since. We run the event differently than most organized rides, without any fees and only the natural support of a community with a shared

purpose for the day. I like to say that it's a ride without rules. You can do anything you want, even ride without a helmet if that's your fancy. All we ask is that you be considerate of others and either ride safely or alone. Ultimately, it's you against the road anyway.

And what a road it is. This is a hard double-century with a personality all its own. We do nothing to make it any tougher than it already is. We ride it north to south, which means that the serious climbing starts after Rochester, when you've already ridden a fast century. The biggest climbs are Killington, Terrible Mountain out of Ludlow at 140 miles, then the 12-mile Mount Snow climb through the Stratton/Wardsboro area. You start that monster after riding a tough 170 miles, and when you reach the summit, you still have over 20 miles of rolling hills to go. There are lots of climbs, descents, scenery, and camaraderie: pretty much everything except cell phone service.

This year will be our 20th run of the event. It's been a late start to the riding season, but there's still time to whip your sorry butt into shape for this event. All kinds of people have ridden it, from pro racers to a 90-lb friend who had survived a kidney transplant (she rode it twice). Most people get a friend or two to ride with them and someone to play leapfrog with a support vehicle. Some ride it without any support. In fact, that happened to me twice over the years, unintentionally, but those are yet other stories.

Come out and join us for the 20th year of doubles. All the details you could possibly want are available at <http://100-200.org>. Ride a true Vermont legend. You can do it.

Strava Ethics

by John Orlando

I swerve violently into the last available driveway on the right to avoid committing to a decent of French Hill. I just manage to catch the grass lip of the asphalt, thus avoiding a hard to explain high-speed skid across the owner's lawn and into his bushes. Luckily, the driveway widens to provide a sufficient run out to slow down and circle back. I don't normally appropriate driveways this way, but after a handlebar chewing, whatever beyond red-lining effort, the prospects of making it back up French Hill are slim at best. I've been doing trial runs of this Strava segment almost daily for a month since discovering that the record is soft. Each time I experiment with a different saddle position, cadence, or pacing in order to shave a second here and there. Now I look down and discover that finally did it; I am the King of the Mountain by one second over a litany of top racers in the area!

I used to think Strava users were like people who post meal pictures on Facebook. But I changed my tune when I discovered that segment-chasing breathed new life into my riding. I quit racing because it seemed like everyone else was above-average. Bike racers always seemed to talk about finishing second in the sprint competition or third in the KOM. Nobody ever talked

about finishing 128th out of 132, like me, so I assumed that below average racers somehow just didn't exist. But the absence of a racing structure left my season feeling rudderless. I was just riding each day without much purpose. Segment-chasing gave me achievable goals without the finish line pileups. Plus, it significantly improved my conditioning because it's hard to do an all-out, eyeball wobbling effort without a higher goal.

Segment-chasing also brought me face-to-face with a variety of ethical questions. For instance, would it be unethical to use aerobars? I decided to forgo them on grounds that they would be an unfair advantage. I also decided against using a skin suit and aero wheels for the same reason (although the fact that I don't actually own a skin suit or aero wheels played an insignificant role in the decision). What about wind? I decided that I could not count any effort on a day with a tailwind. This achievement would be without an asterisk.

How did I know that others on the leaderboard were not aided by a tailwind, skin suit, or aero-gear? Are there any widely accepted ethical rules governing Strava segment-chasing? Surely, pacelining behind a car or another rider on a segment is

unethical, but what about the person who used a lead-out train to get him up to speed into a segment? For that matter, is my riding for the purpose of segment-chasing unethical? Does the spirit of Strava demand that a segment be crossed only as part of a larger training or leisure ride, and not the purpose of the ride? What happens if you create a Strava segment? Does there need to be some critical mass of attempts on it before you can call your placing legitimate?

Perhaps the local Strava community needs to agree on some ethics principles for segment-chasing, to ensure that everyone is on a level playing field, such as:

1. No tailwind beyond an insignificant 2 mph.
2. No specialized aero equipment. The only equipment allowed would be found on an ordinary road bike.
3. No pacelining into or during a segment. Getting yourself up to speed into a segment is part of the challenge.

My achievement got me scouring other leaderboards for soft KOMs. Given my girth, the French Hill downhill segment looked achievable. Multiple runs got me to within one second of the KOM, but I would spin out in my compact gear setup each time, preventing me from getting that last second. I even tried my first ever supertuck—which I discovered is just as frightening as it looks—as well as pumping my tires up to dangerous levels.

I might need to borrow someone else's rig to get this one. I could also ride with two full water bottles, and right after eating, to increase my weight, but would that be unethical? The link to the Strava App website - www.strava.com.



Spring and Summer Bike Events

Local Motion Events

Please join Local Motion at **9:00 a.m. on May 25th** for a fun ride to the Island Line Bike Ferry to celebrate its launch for the 2019 season. The ride will begin Local Motion's Trailside Center on the waterfront bike path in downtown Burlington. Pastries and beverages generously provided by August First, and participants will also receive a free round trip day pass for the ferry. Visit www.localmotion.org/

2. **SAVE THE DATE** to join Local Motion staff, volunteers, partners and supporters for our 20th Anniversary Celebration on June 5th at the Echo Center on the Burlington waterfront.

3. **SAVE THE DATE** to join Local Motion for a Thursday evening concert featuring "House on Fire" on June 20th at Snowfarm Vineyard in South Hero. We will be running the bike ferry late that night to accommodate concert goers departing by bike.

Follow Local Motion on Facebook, <https://www.facebook.com/localmotionvt/>, or subscribe to their email newsletter, <https://www.localmotion.org/newsletter>, so you don't miss the details.



The Moose

Hosted by Kingdom Games, The Moose is a 103-mile open road, unsanctioned and timed event starting in East Burke, VT on Saturday, June 8. GMBC has organized a team and more members are needed!

The coupon code for The Moose is TEAM19. Visit the website for more information and to register at <http://kingdomgames.co/the-moose/>. The BikeReg link - <https://www.bikereg.com/tour-de-kingdom>



Farm to Fork Fondo

July 20 & 21, 2019. Snow Farm Winery, South Hero.

What's a Farm to Fork Fondo? It is an organized bicycle ride where you get to choose the distance best for you and stop for chef-prepared bites at farms along the way. The mission of the Farm to Fork Fondo series is to highlight and support the symbiotic relationship between cyclists, farmers, and beautiful landscapes.

Fifteen percent off locals discount to all GMBC followers who register before May 31, 2019 with code CLUBFONDO. Register here - <http://www.farmforkfondo.com/register>

Switchback Ride for the Lake

Do your part for clean water, get some great exercise, connect with friends, and experience some inspiring scenery in Vermont and New York at the annual Switchback Bike for the Lake on June 15, 2019!

This year a century ride is featured, as well as loops of 80, 60, and 30 miles along the shores of beautiful Lake Champlain. A rolling start for all riders and all distances between 7:00 a.m. and 10:00 a.m. BBQ will start at 11:30 a.m. and end at 4:30 p.m. Funds raised from this event will support the work of Friends of Northern Lake Champlain on projects to prevent nutrient pollution and ensure that we will continue to enjoy this natural treasure for many generations to come.

Register here - <https://www.friendsofnorthernlakechamplain.org/product/switchback-bike-for-the-lake-2019/>

Great Finger Lakes Bike Tour

Come out June 7-9, 2019 for the 39th rendition of the Great Finger Lakes Bicycle Tour and join about 200 like-minded cyclists in the celebration of the 50th Anniversary of the Southern Tier Bicycle Club. The event will be held at the Hidden Valley Group Camp of Watkins Glen State Park in the heart of the beautiful Finger Lakes Region of New York.

The cost is only \$92 and covers camping for two nights, maps, sag services and four catered meals.

The full details of the event and registration are on www.greatfingerlakesbiketour.com and registration is now open.

More Bike Events

Central Vermont Cycling Tour - The Original Gravelgrinder



CVCT will be held on Sunday, June 30, 2019. The ride winds along quiet country backroads in the towns north of Vermont's small but vibrant state capitol, Montpelier, from Morse Farm through the hamlets of Adamant, Maple Corners, and Wrightsville. The route starts gently, and becomes more aggressive on the longer tours.

Each course is well marked with arrows and signs, with four rest stops conveniently placed. A celebratory cook out awaits your return to Morse Farm, free for all riders and any who come to cheer you on.

Choose from three tours, designed by Olympic cyclist Pavel Cherkasov - inviting all exuberances to flourish.

- Short Tour - 13.6 miles, gentle terrain, family friendly.
- Medium Tour - 33.75 miles, ponds and pastures, fun for all.
- Long Tour - 59.0 miles gravel grinder route with over 6000 feet of elevation gain, to challenge.

Sign in and start riding anytime between 8:00 and 10:00 a.m. Register here - <http://crossvermont.org/events/cvct/>

Tour de Slate



This ride takes place on Saturday, August 3, 2019. The Tour de Slate is made up of four different routes designed to provide an enjoyable ride no matter what your level of experience.

The most challenging ride, for avid road cyclists, is a metric century (100km, 63.4 mi) ride. The additional choices of a 36 mile route, a 24.7 mile route or a family ride (off road on a trail) will ensure that there is a ride suitable for everyone.

The Tour de Slate is aptly named as it tours the world renowned slate valley of western Vermont and bordering New York state. The beneficiary of the ride is Teen Challenge, VT. (All net proceeds will be donated to that organization.)

For more information and to register, visit this link - <https://www.tourdeslate.org/>



Tour de Farms



Tour de Farms takes place on Saturday, September 21, 2019. The entry fees are:

- 30 mile: \$25-\$85
- 10 mile: \$20-\$60

This year's biking farm tour will feature two distances: a 30-mile route and a more relaxed, family-friendly 10-mile distance. You'll pass through the beautiful pastoral landscape of the Champlain Valley and visit four to eight farms depending on your distance. Each farm stop will host additional food and beverage producers so there'll be plenty of sustenance along the way. Riders sample everything from maple iced coffee and farm fresh salads to maple glazed ham and Vermont's famous cheeses! At the end of your journey, spend some time enjoying the food and music at Vergennes' Eat on the Green event.

Website: <http://www.acornvt.org/tourdefarms/>
Register: <http://www.bikereg.com/tourdefarms>
Facebook event: <https://www.facebook.com/events/328548844444572/>

Contact:
Sue Hoxie, Tour Manager
P: 802-989-6980
E: maplerunmarketing@gmail.com

GMBC Clothing Inventory

GMBC's clothing for 2019 continues the popular vibrant colors introduced in 2017. It features blue and bright green, while retaining the same GMBC logo and most of the sponsor logos from previous years.

There are images on the GMBC website: take a look! The Richard Tom Foundation logo was added in 2017.

Orders are placed twice a year, during March and May. To order inventory clothing, use the order form on the GMBC website. The web order form reflects the current inventory. Alternatively, you may use the order form here.

Add payment for shipping if you want items mailed to you. This is recommended for those who don't regularly see me during the week. Mail it along with a check made out to GMBC. The clothing is made by Voler.

Note on sizing: vests, jackets and arm warmers are in men's sizes only. For women who may want men's-size items: women's sizes run about one size smaller than men's. If you want women's size medium, order men's size small. Please consult Voler's sizing chart for more details. Most folks think their chart is accurate. The short sleeve jerseys are sized to fit fairly snug.

Voler's sizing chart - <http://www.voler.com/help/#HelpSizingCharts>



Clothing Order Total

Clothing Total: \$ _____

Shipping:

1 item = \$4.00

2 items = \$7.50

3 or more = \$9.00

Grand Total: \$ _____

Name: _____

Address: _____

Phone: _____

Email: _____

Write checks to: GMBC

**Mail to: John Witmer
147 Lamplite Lane
Williston, VT 05495**

**Questions: 864-5897
or
witmerjohn@yahoo.com**

GMBC Clothing Inventory Form

Size	Quan.	Price	Total	Year/Item
		\$53		2018 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (ML)
		\$60		2018 Shorts (GMBC/Synergy) (M)
		\$64		2018 Bib Shorts (GMBC/Synergy) (ML)
		\$53		2017 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (ML)
		\$59		2017 Shorts (GMBC/Synergy) (ML)
		\$63		2017 Bib Shorts (GMBC/Synergy) (M)
		\$17		2017 Arm Warmers (GMBC/Synergy) (ML)
		\$17		2017 Gloves (GMBC) (M)
		\$47		2016 Short Sleeve Jersey with $\frac{3}{4}$ length hidden zipper (GMBC/Synergy) (M)
		\$50		2016 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (XL)
		\$50		2016 Shorts (GMBC/Synergy) (M)
		\$52		2016 Bib Shorts (GMBC/Synergy) (L)
		\$47		2015 Short Sleeve Jersey with $\frac{3}{4}$ length hidden zipper (GMBC/Synergy) (SM)
		\$50		2015 Short Sleeve Jersey w/full length hidden zipper (GMBC/Synergy) (M)
		\$50		2015 Shorts (GMBC/Synergy) (S)
		\$52		2015 Bib Shorts (GMBC/Synergy) (SLXL)
		\$20		2015 Aero Shoe Covers (GMBC/Synergy) (L)
		\$15		2015 Gloves (GMBC) (L)
		\$47		2014 Short Sleeve Jersey with $\frac{3}{4}$ length hidden zipper (GMBC/Synergy) (M)
		\$52		2014 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (M)
		\$50		2014 Shorts (GMBC/Synergy) (M)
		\$47		2013 Short Sleeve Jersey with $\frac{3}{4}$ length hidden zipper (GMBC/Synergy) (XL)
		\$52		2013 Long Sleeve Jersey w/full length zipper (GMBC/Synergy) (L)
		\$50		2013 Shorts (GMBC/Synergy) (M)
		\$52		2013 Bib Shorts (GMBC/Synergy) (XL)
		\$20		2013 Arm Warmers (GMBC/Synergy) (L)
		\$37		2012 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (SMXL)
		\$35		2012 Shorts (GMBC/Synergy) (SXL)
		\$7		2012 Arm Warmers (GMBC/Synergy) (S-L)
		\$5		2012 Gloves (GMBC) (S)
		\$10		2012 Aero Shoe Covers (GMBC) (M)
		\$35		2011 Short Sleeve Jersey w/hidden zip (GMBC/Synergy) (XL)
		\$7		2011 Arm Warmers (GMBC/Synergy) (ML)
		\$35		2011 Wind Shell Jacket (GMBC/Synergy) (L)
		\$5		2011 Gloves (GMBC) (S)
		\$35		2010 Short Sleeve Jersey w/hidden zipper (GMBC/Synergy) (S)
		\$37		2010 Short Sleeve Jersey w/full-length zipper (GMBC/Synergy) (S)
		\$35		2010 Shorts (GMBC/Synergy) (XL)
		\$37		2010 Bib Shorts (GMBC/Synergy) (S)
		\$7		2010 Arm Warmers (GMBC/Synergy) (M-XL)
		\$40		2009 Long Sleeve Jersey w/full-length zipper (GMBC/Flatbread) (M)
		\$35		2009 Shorts (GMBC/Flatbread) (XL)
		\$7		2009 Arm Warmers (GMBC) (L)
		\$5		2009 Gloves (GMBC) (S-L)
		\$15		2003 Short Sleeve Jersey (Invensys) (S)
		\$12		2002 Short Sleeve Jersey (Invensys) (WMWL)
		\$2		2002 Shorts (FourStar) (S)
		\$2		2001 Short Sleeve Jersey (Excite/SmartFuel) (S)

Support Your Local Bike Shops

by Kevin Bessett



It may be old news that our local bike shops are in a very difficult position competing against online retailers. Some have gone under, others have cut back hours, while others are now by appointment only. The ease of buying online, with just a few mouse and keyboard clicks, is very convenient, but the down side is that as more bike shops go belly up, the more difficult it will be to get a bike fixed, a wheel trued, an item warrantied, to be fitted for a bike, to physically look at, hold, or try something on before buying, and so much more.

Local prices are not always much more expensive, especially if you can get a discount. If you live in the Burlington area, GMBC members get discounts at some shops (see the club website for more info). Outside of this area, certain organizations may get discounts. Ask around. Please help keep all of our local bike shops alive, and buy from them when you can!

Take Your Bike There!

by Kevin Bessett

Why take the car when you can ride there? If you can make it to your destination in what you think is a reasonable time, just do it! It'll give you exercise, keep a car off the road, and it is better for the environment (unless you have a cool electric vehicle).

Some ideas are riding to and from work, to a friend's place, a little league game, a BBQ, to pick up something at the corner store, etc. Another plus is that you just may inspire someone to get a bike and follow suit. And why not get family members on bikes, too, and ride as a family to an event!



GMBC Sponsors and Friends



Thanks for your support!

Club Membership

A single adult membership is \$25 and a family membership is \$30. Cyclists who are age 17 and under can join for just \$10. The membership year runs from January 1st to December 31st, with lots of great benefits.

Members, encourage your friends to join! For more information and the membership form visit <https://thegmbc.com/membership/>

GMBC Officers' Row

Position	Name	Email
President for Life	Kevin Bessett	kevinbessett@gmavt.net
Vice President	John Williams	ww5@myfairpoint.net
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Time Trial (TT) Chair	Kevin Bessett	kevinbessett@gmavt.net
Race Team Chair	Bobby Bailey	rmbaileyjr@gmail.com
Burlington Crit Co-Chair	Tom Moody	tmoody@drm.com
Practice Crit Chair	Andre Sturm	andre.sturm@earthlink.net
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GMBC website - thegmbc.com



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